



# Exhaust Emission Data Sheet

## 125DSGAB

### 60 Hz Diesel Generator Set

### EPA Emission: Tier 3

#### Engine Information:

Model: Cummins Inc. QSB7-G5 NR3  
 Type: 4 Cycle, In-line, 6 Cylinder Diesel  
 Aspiration: Turbocharged and CAC  
 Compression Ratio: 17.2:1  
 Emission Control Device: Turbocharged and CAC

Bore: 4.21 in. (107 mm)  
 Stroke: 4.88 in. (124 mm)  
 Displacement: 408 cu. In. (6.7 liters)

	1/4	1/2	3/4	Full	Full
<b>PERFORMANCE DATA</b>	<b>Standby</b>	<b>Standby</b>	<b>Standby</b>	<b>Standby</b>	<b>Prime</b>
BHP @ 1800 RPM (60 Hz)	60	104	150	197	179
Fuel Consumption (gal/Hr)	3.7	5.9	8.2	10.1	9.4
Exhaust Gas Flow (CFM)	506	768	1041	1161	1133
Exhaust Gas Temperature (°F)	589	718	792	835	821
<b>EXHAUST EMISSION DATA</b>					
HC (Total Unburned Hydrocarbons)	0.59	0.25	0.14	0.07	0.09
NOx (Oxides of Nitrogen as NO <sub>2</sub> )	2.15	1.87	1.93	2.38	2.15
CO (carbon Monoxide)	2.62	1.58	0.98	0.59	0.71
PM (Particular Matter)	0.17	0.15	0.11	0.08	0.09
SO <sub>2</sub> (g/Hp-hr)	0.17	0.17	0.17	0.15	0.16
Smoke (Bosch)	0.51	0.71	0.66	0.64	0.65
All values are Grams per HP-Hour					

#### TEST CONDITIONS

Data is representative of steady-state engine speed ( $\pm 25$  RPM) at designated genset loads. Pressures, temperatures, and emission rates were stabilized.

Fuel Specification: ASTM D975 No. 2-D diesel fuel with 0.03-0.05% sulfur content (by weight), and 40-48 cetane number.  
 Fuel Temperature:  $99 \pm 9$  °F (at fuel pump inlet)  
 Intake Air Temperature:  $77 \pm 9$  °F  
 Barometric Pressure:  $29.6 \pm 1$  in. Hg  
 Humidity: NOx measurement corrected to 75 grains H<sub>2</sub>O/lb dry air  
 Reference Standard: ISO 8178

The NOx, HC, CO and PM emission data tabulated here are representative of test data taken from a single engine under the test conditions shown above. Data for the other components are estimated. These data are subjected to instrumentation and engine-to-engine variability. Field emission test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation, fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits or with improper maintenance, may result in elevated emission levels.